

H.M.S. "EDGAR" IN A GALE.

The *Edgar*, cruiser, Captain H. S. F. Niblett, arrived at Plymouth on 11th ult., with the paid-off crews of the *Albatross*, *Daphne*, *Redoubt*, *Penguin*, and *Plumper*, and time-expired men, invalids, &c., from the China Station. The *Edgar* had a good passage until after leaving Gibraltar, when she encountered a terrible weather. Off Cape Finisterre the supports of the foremast funnel gave way, and in a short time the stays and bolts were forced out, causing the funnel, which weighed about ten tons, to topple over. It fell clear of the deck, but caught one of the boats on the davits, smashing it and damaging the boom and other portions of the deck fittings. Some fear was entertained for the safety of the remaining funnel, and it was strengthened by additional stays. She reached Plymouth according to her itinerary, with only one funnel. According to the original programme, the *Edgar* was not expected until 16th ult., and in spite of her exceptional experiences she once more proved a very fast ship, as she did when stationed in Chinese waters. The casing of the *Edgar's* propeller shafting is believed to be seriously damaged, and there is considerable wrenching below the deck as the result of the sudden fall of the foremast funnel. As the *Edgar* has been appropriated for further transport service she is to be fitted with a new funnel as early as possible, but as they are not kept in order at any of the Government dockyards, some little time must elapse before she is ready to start for the Mediterranean with a new crew for the *Royal Oak*. The officials at Devonport Dockyard have been directed to supply the new funnel, and it was expected she would be ready for sea in about a fortnight.

CLIPPINGS FROM HOME PAPERS.

NEW RUSSIAN HARBOUR.

A new Russian harbour will shortly be opened in the Black Sea, and will be known by the name of Schadowsk. It will be placed in an advantageous position for the export of coal from the Baidarlik Mines.

PRINCE AND SURGEONS.

The Prince of Wales attended at the Royal College of Surgeons on 14th ult., when the Honorary Oration was delivered by Sir William MacCormac, who took the opportunity of expressing the joy felt by the whole profession at his Royal Highness's complete recovery from the injury to his knee.

THE DANISH EAST-ASIATIC CO.

The Danish East-Asiatic Company, whose arrangement with the Russian Government for the running of cargo-boats between St. Petersburg and Baltic ports, and Vladivostok, has been so successful, is about to contract a similar arrangement with the French Government for the carriage of goods to and from the Far East.

SIR HENRY KEPPEL.

The autobiography of Admiral Sir Henry Keppel, will be published under the title "A Sailor's Life under Four Sovereigns." Sir Henry was born in the year 1809, when George III. was reigning. He was at sea soon after George IV. came to the throne, and he attained the rank of commander during the reign of William IV.

MARSEILLES SHIPPING.

The shipping trade of the port of Marseilles in the year 1898 was represented by the following arrivals: 4,054 French steamers, measuring altogether 295,554 tons, and 1,868 foreign steamers, measuring altogether 2,709,998 tons; also, 1,920 French sailing ships, measuring 210,388 tons, and 569 foreign sailing vessels, measuring 159,195 tons.

H. M. S. "PORPOISE" BOYCOTTED.

A telegram from Apia states that anarchy still prevails in Samoa. Her Majesty's ship *Porpoise* was for a time boycotted, by order, it is said, of Dr. Raffle, President of the Municipality, and Matafafa's sentries prevented the natives going off to the ship. An apology was demanded, and the ship was got ready for action, but the demands were promptly complied with.

A WRECK RECORD.

A very significant fact seems to have escaped notice among the many unfortunate proofs that have been collected of the violence of the storms at sea. At Lundy, on 13th ult., the announcement of the wrecks overflowed the ordinary casualty board, filled up both the reserve boards and the war board, and finally had to be posted round the walls, a circumstance which cannot be equalled in the memory of the oldest member.

FIND OF COFFINS.

A sensational discovery has been made in Limehouse. In a vault under the mission institute of the Society of Friends, Commercial Road, between 150 and 200 coffins have been found. All were labelled with the names of the dead, chiefly children, and few of the dates were later than 1850. Previously the building was used as a place of worship. So far no explanation is forthcoming of the presence of the coffins.

INTERNATIONAL FOOTBALL.

Germany and France are once more to meet in the field—the football field this time. There is to be a match between French and German Rugby teams, at Frankfurt, this Wednesday, and it is said that the German Emperor has promised to attend. It will serve to make a beginning, and, that done, there ought to be no difficulty in arranging for any number of amicable contests in other fields of sport.

THE FRENCH PUBLIC PROSECUTOR.

It is said to be the intention of the French Government to remove M. Manau, the Public Prosecutor, who has had charge of the Dreyfus case before the Court of Cassation, and to appoint in his stead M. Guerin, who was M. Dupuy's Minister of Justice in 1894 at the time of the trial of Dreyfus. The removal of M. Manau would be a considerable blow aimed at the credit of the Criminal Chamber without a shadow of justification.

LECTURE BY MR. FRASER.

An interesting lecture, illustrated by a large number of lantern slides, was given on 15th ult., by Mr. J. Foster Fraser, on his cycling tour round the world, at a meeting of the Society of Women Journalists at the Hotel Cecil, under the presidency of Lady Harborton. Mr. Fraser dwelt on the unpleasant times they had in China, when out of 1,500 miles they had to walk 1,200. Though sometimes disagreeably received in China, they were never in actual danger, and though he carried a revolver he had never in all his travels had occasion to use it.

THE PHILIPPINE PURCHASE MONEY.

The United States House of Representatives on 16th ult. had under consideration the Sundry Civil Appropriations Bill. When the paragraph appropriating \$20,000,000 for payment to Spain under the terms of the Treaty of Peace was reached, Mr. Tamm of Ohio, made a point of order against it. He announced that the Treaty had not become operative, and until the interchange of notice that the ratification had been made, any appropriation of that kind was not germane to a Sundry Civil Appropriations Bill. The chair sustained the point, and the paragraph for the appropriation of \$20,000,000 was struck out.

THE JAPANESE MINISTER.

The Japanese Minister and Madame Kato intend to leave the Japanese Legation about the middle of April next on their return to Japan. They will be accompanied by Madame Kato's sister, who has been in England the

last two years for educational purposes. His Excellency goes home on leave, and the many friends of both the Minister and his wife will hope to see the one return to the post he has so ably filled on behalf of his Government, and the other to the social position she has unswervingly filled, early next year. Mr. and Mrs. Kato proceed via America, and per Canadian Pacific steamer from Vancouver to Japan.

MR. FRITCHARD MORGAN'S CONFESSION.

It is understood, states *The Times*, that the so-called Chinese concession to Mr. Fritchard Morgan, M. P., is, in reality, his engagement by the authorities at Peking as administrator of the mineral and mercantile resources of the province of Szechuan, which has a population of seventy millions and a superficial area of 160,000 square miles. Szechuan is, according to the opinions of Labor, Hoste, Margary, Archibald Little, and Consul Hume (who accompanied the Blackburn Commission) the richest, most prosperous, and most peaceful of the provinces of China, the inhabitants being, it is said, highly intelligent, and, from a Chinese point of view, in the van of progress.

RAILWAY ACCIDENT.

A railway collision happened on 11th ult. on the Glasgow and Barhead and Kilmarlock Joint line, about four miles from Glasgow. An express train, travelling at a speed of fifty miles an hour, dashed into a train of empty goods wagons which had got on the line by some mistake. The guard's van of the goods train was thrown over the parapet of a bridge and down an embankment. The guard had a marvellous escape, getting off with a few cuts, although accompanied, of course, by a severe nervous shock. The passengers in the express were also most fortunate. The only carriage damaged was one occupied principally by the members of a football team, none of whom were seriously hurt. The empty wagons were scattered in all directions, and ten of them were smashed into matchwood.

LORD LEIGHTON'S REQUEST.

The late Lord Leighton, P.R.A., when on his death-bed, requested his sisters, to whom he bequeathed the whole of his property, to give out of it the sum of £20,000 to the Royal Academy. Mrs. Orr and Mrs. Matthews have scrupulously carried out their brother's generous wish. No conditions having been attached to the gift, it became necessary for the Academy to determine on the mode of its employment. With the approval of Her Majesty, the money has been constituted a trust fund under the title of "The Leighton Bequest," and the interest derived from it is to be devoted to the adornment and decoration of public places and buildings—an object in which the donor always took great interest. The administration of the income of the fund will be in the hands of the President and Council of the Royal Academy.

PRINCE ALFRED'S FUNERAL.

The funeral of Prince Alfred of Saxe-Coburg and Gotha took place on 16th ult., the remains being temporarily placed in the vaults of the Friedenstein Church, close to the Ducal Palace of Gotha. A special train brought the coffin and the mourners from Coburg. The coffin was carried on the shoulders of non-commissioned officers of the 97th Regiment to the hearse, and then a procession, headed by the High Court Marshal, was formed. Immediately after the funeral car came the Duke of Saxe-Coburg and Gotha, and others present were the Grand Duke of Hesse, the Hereditary Prince of Hohenzollern, Prince Ratibor (representing the German Emperor), and Sir A. Condie Stephen (representing the Queen). Memorial services for Prince Alfred were held at Osborne and at St. James's Palace, the Queen attending the former and the Prince of Wales the latter.

THE TRANSVAAL.

The Transvaal First Raad was opened on 15th ult. President Kruger's inaugural speech contained the usual platitudes and allusions to the guardianship of the Almighty. The financial statement showed that last year's expenditure exceeded the revenue by half a million sterling. The revenue of the present year is estimated at £439,575, and the expenditure at £537,993. Last year's secret service appropriation was estimated at £36,000, and the actual expenditure was £42,000. Unforeseen expenditure was estimated at £20,000, and the amount actually spent was £121,828. The usual payment of £300 a year to Reuter's Agency was exceeded by £150. A petition is being signed in Pretoria praying the Raad to prohibit Cape and English barristers and solicitors from practising in the Transvaal until they have served three years' probation.

THE CHINESE EASTERN RAILWAY.

A Russian journal states that a commission has arrived in Odessa with the object of engaging men of the South Russian reserves for service in guarding the Chinese Eastern railway. The commission is authorised to engage for this service some thousands of men. Preference will be given to men who finished their term of service and entered the reserve last year, or to snappers, sharpshooters, and non-commissioned officers who will finish their term this year. Special allowances will be made for travelling expenses and extra clothing. The *Aften*, of the volunteer corps, which left Odessa for Warsaw on Feb. 2, had some 2,500 tons of rails on board, which were obtained from South Russia; the 7th, which left for the same destination on the previous day, was also loaded with rails.

THE NILE RESERVOIR.

The first stone of the new Nile reservoir has been well and truly laid by the Duke of Connaught, in the name of the Khedive. This is the great work undertaken by Messrs. Lind and Co. as contractors, and it is to be completed in five years from last July. The cost is to be £2,000,000, and it is to be covered by easy payments to the contractors, extending over a period of thirty years. But the canal and drains to carry the water throughout the country will cost nearly as much again. Yet, according to the estimate accompanying Lord Cromer's report, the new waterworks will mean an annual increase in the wealth of the country of about £2,750,000, and a direct annual benefit to the State of £378,000. Besides that the Government will benefit by the sales of unreclaimed land, to the extent of over a million sterling.

THE HONGKONG POLICE SCANDAL.

A REPRISAL is shortly to be presented to Mr. Chamberlain, says the *L. & C. Express*, praying for his intervention in connection with the scandal whereby three English detectives have been banished from the British colony of Hong-Kong. They were charged with several other officers with accepting bribes from the keeper of a gambling house in the colony. Instead of having a trial in open court, the men were taken before the superintendent of police, who declared them all to be guilty, and recommended their dismissal from the force. The Governor endorsed the views of the superintendent, and the Colonial Office accepted the advice of the Governor. After a long delay the decision was reversed, and the officers were awarded their pensions, less 20 per cent, but coupled with the condition that they shall not reside in the colony. The banishment order was strictly enforced, and one of the men went to Shanghai, another has just arrived in England, and the third is on his way here. The question has to the legality of banishing British subjects from a British colony is likely to be raised, and in the meantime we learn that influential members of Parliament have promised to assist the petitioners in getting the objectionable order reversed.

SAD DEATH OF A BLUEJACKET.

In our issue of Wednesday last we chronicled the fact of a bluejacket of H.M.S. *Centurion* having died during a march out at Kowloon. The fact was, inadvertently, so stated as, almost inevitably, to leave the impression on the minds of our readers that the poor fellow had been left without assistance. This was very far from being the case, and we never intended to produce such an impression, knowing as we do the careful medical supervision invariably exercised over our sailors. We accordingly have great pleasure in publishing the following explanation.

J. Cronin, A. B., fell to the ground without apparently anyone in his own company seeing the occurrence, but he was seen to fall by officers close behind, who immediately went to his assistance and sent for the doctor of the *Centurion*, who was ashore on duty with the Landing party. The doctor attended Cronin at once and everything possible to restore consciousness was done for fully twenty minutes, a sick bay attendant and the stretcher party assisting. When it was seen that there was no hope of restoring life, the body was removed to the ship and thence to the Naval Hospital.

BATTLESHIPS FOR THE THAMES.

We learn that the British Admiralty have placed orders with the Thames Iron Works and Shipbuilding Company, Limited, of Blackwall, for the construction of two first class battleships of 14,000 tons—displacement, at a cost exceeding One Million Sterling.

The Directors of the Thames Iron Works and Shipbuilding Company have made arrangements for taking over the famous Engine Works, of Messrs. John Penn & Sons, Limited, at Greenwich, and Deptford, and will undertake the manufacture of the Engines of 18,000 horse-power required for these vessels. This contract is the largest ever entrusted by the Admiralty to a single firm and together with the two battleships—*Abdion* for the British Navy, and the *Shikishima* for the Imperial Japanese Navy, of 13,000 tons and 15,000 tons displacement respectively, now building—create a battleship record for the River Thames, and a notable triumph for the eight hours day.

It is encouraging to note that the Thames Iron Works and Shipbuilding Company, Limited, who were the constructors of the first Ironclad in the British Navy, Her Majesty's Ship *Warrior*, and who have during the last half century built more vessels of war than any other firm in the world, seem to be renewing their youth, and extending their operations, and we heartily congratulate the workmen of the Thames upon this remarkable revival of their historic ship-building industry.

THE UNITED STATES AND CUBA.

A SOUTHERN (Washington Correspondent).

THE FLEETING IS CUBA.

Public feeling in Havana has become dangerously embittered during the last few days. An American cable-keeper has just introduced the race issue, thereby adding a new and most threatening difficulty to the many that beset the task of establishing orderly government. He has refused to serve drinks to a Mulatto officer of the native army. The affair was reported to the American Civil Governor, who notified the offender that the Spanish law prohibits race distinctions in treatment of customers. He directed him to apologise, otherwise the case would be closed. The Governor apprised General Ludlow of his decision. The cable-keeper still refused to apologise, and his café is closed. The distrust and hostility between Americans and Cubans have increased since the latter resented not being allowed to head the procession at Garcia's funeral, and refused to march with the Americans to the grave side.

CHARGES AGAINST GOMEZ.

A Havana publication accuses General Gomez of treachery in his dealings with the United States. It prints a letter alleged to have been written by Gomez, dated 5th February, when he was listening to friendly overtures for disarmament. It is addressed to a prominent revolutionary leader, Juan Risco, and deprecates the diplomatic trickery by which Porto Rico fell into America's hands. The passage says: "I knew already that you were exerting all your energy to save Porto Rico, your surety is ours. Let of their land unite the islands of the Caribbean Sea, which, united, would be so strong, if their sons knew how to act rightly. I offer you my support, and I will strive for the liberty of your people. My sword is at your disposal."

("Morning Post" Correspondent).

ANGLO-AMERICAN RIVALRY.

Reports from Cuba state that General Brooke, the American Military Governor of the Island, is most unpopular. He is accused of tyranny, not only by Cubans, but by Americans. An American Company has been formed to buy Cuban mahogany and cedar forests, and has already completed several transactions in the Island.

THE COMPANY IS ALSO CONSIDERING PLANS FOR A RAILWAY TO RUN THE LENGTH OF CUBA, WHICH IS REFERRED TO AS THE "BACKBONE RAILWAY."

An English Syndicate, with a working capital of £100,000, is also in the field, and keen business rivalry is anticipated. English agents of this Syndicate are bidding against Americans, and Cubans are likely to profit by it. Reports from Cuba state that General Gomez is most friendly, and that the situation continues to improve.

AUTONOMY FOR CUBA.

The *Herald's* Havana Correspondent telegraphs that President McKinley has initiated his intention to withdraw the United States troops from Cuba shortly, and to allow the Cubans to assume the control of the administration of the Island.

A plan will, according to the same authority, be submitted to General Gomez, providing for the issue of bonds of the value of \$200,000,000 for the liquidation of the liabilities of the Provisional Government.

A United States Protectorate will be maintained for ten years, during which time the United States will control the Cuban Customs. Should the Cubans fail to maintain order and anarchy result the American troops return.

NOTANDA.

CALENDAR.

MARCH.

Metereological means based on ten years' observations to 1897.

Barometer 30.059
Thermometer 62.0
Humidity 85.0
Rainfall 4.08

TO-DAY.

WEATHER REPORT.

On date at On date at
Barometer 30.18 30.07
Thermometer 63 63
Humidity 85 85
Rainfall 0.01 0.01

TO-DAY.

Friday, 17th March, 1899.
(St. Patrick's Day.)

Chinese—6th of 2nd moon of 25th year of Kwang-si.
Sun—Rises 6hr. 6min.
Sets 5hr. 35min.
High water—Morning 6hr. 35min.
Afternoon 1hr. 35min.
Low water—Morning 5hr. 18min.
Afternoon 7hr. 18min.

ANNIVERSARIES.
1794—Lord Macartney's Embassy left China.
1849—Death of William II., King of the Netherlands.
1866—The *Napoleon Bonaparte* burnt at sea by the coolies.
1886—Loss of the s.s. *Breconshire* off White Rocks.
1889—Fire at Foochow; over 200 houses destroyed.
1896—The Hongkong Regiment paraded before Lord Spencer.
1897—Revs. Maus and Diehl attacked and robbed by Chinese pirates near Tung-kun.

TO-MORROW.
Saturday, 18th March, 1899.
Chinese—7th of 2nd moon of 25th year of Kwang-si.

Sun—Rises 6hr. 6min.
Sets 5hr. 35min.
High water—Morning 6hr. 35min.
Afternoon 1hr. 35min.
Low water—Morning 5hr. 35min.
Afternoon 7hr. 35min.

ANNIVERSARIES.
1839—Edict of Commissioner Lin calling for the surrender of all opium in Canton.
1841—Canton Factories occupied by British troops.
1848—Princess Louise born.
1869—Suez Canal opened.
1871—Communist revolt in Paris; second siege commenced.
1891—Chun King opened to foreign trade.
1897—The Admirals proclaimed the autonomy of Crete.

SHIPPING AND MAIL NEWS.

MAILS DUE.

Australian (*Herald*) 19th inst.
Canadian (*Empress of China*) 20th inst.
American (*America*) 21st inst.
Australian (*Tokio Maru*) 24th inst.
American (*City of Peking*) 29th instant.

The *Silk* steamship *Fansong*, arrived in New York on the 17th instant.

The Canadian Pacific Railway Co.'s steamer *Tartar*, left Yokohama for Vancouver this morning, the 17th instant.

The P. M. S. S. Co.'s steamer *Aster* with mails, etc., left Nagasaki for this port at 5 p.m. yesterday, the 16th instant.

HONGKONG AND WHAMPOA DOCK RETURNS.

Isle de Cuba at Kowloon Dock.
Isle de Cuba " "
U.S.S. P. H. "Chin" " "
Chusan " "
Product " "
Arizona " "
Hutchings " "
U.S.S. Menadnock " "
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